MEETING ANNOUNCEMENT
Madison Area Transportation Planning Board
A Metropolitan Planning Organization (MPO)

July 11, 2018
Metro Transit Administration Building
1245 E. Washington Ave., Administrative Conference Room
6:30 p.m.

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning, Community & Econ. Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

Note: Members of the board will convene at 6:00 p.m. in the surface parking lot of the Metro Transit Maintenance Facility, 1101 E. Washington Avenue, and proceed together to tour the Metro facility before convening at the meeting location in Metro’s Administration Building. No official MPO business will be conducted on the tour.

AGENDA

1. Roll Call
2. Approval of June 6, 2018 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Public Hearing on Amendment #3 to the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, Making Changes to the STBG Urban Priority Projects and Funding

Note: Action by the MPO on the TIP amendment is anticipated following the hearing unless comments are received expressing concerns in which case action may be postponed until the August meeting. Written comments on the TIP amendment are invited until 4 p.m. on July 11, the date of the meeting, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to wschaefer@cityofmadison.com.

6. Election of Officers
7. Resolution TPB #140 Approving Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   • STH 30 (Fair Oaks Ave. Bridges), Concrete Overlay of Bridge Decks (NEW)
   • Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd./USH 51), Reconstruction (DELETE)
   • Madison Ped/Bike Safety Education Program (DELETE 2018 funding)
- CTH M/S, Pleasant View Rd. (Cross Country Rd. to Valley View Rd.), Reconstruction & Expansion (Increase funding, const. in 2017-2019)
- E. Johnson St. (N. Baldwin St. to First St.), Reconstruction (Increase funding, const. in 2019)
- Cottage Grove Rd./CTH BB (North Star Dr. to Sprecher Rd.), Reconstruction & Expansion (DELETE)
- Atwood Ave. Phase 1 (Fair Oaks Ave. to Walter St.), Reconstruction (ADD, const. in 2020)
- McKee Rd./CTH PD (Commerce Park Dr. to Seminole Hwy.), Reconstruction (Increase funding, const. in 2020)
- Gammon Rd. (Seybold Rd. to Mineral Point Rd.), Reconstruction (Small decrease in funding, const. in 2020)

8. Approval of Comment Letter on Alternatives for Interstate 39/90 and US Highway 12/18 Beltline Interchange Project

9. Presentation on MATPB Rideshare/TDM Program


11. Brief Update on the Coordinated Public Transit – Human Services Transportation Plan

12. Brief Presentation on Low Stress Bikeway Map Application Developed by MATPB Staff

13. Appointment to MATPB-CARPC Workgroup


15. Status Report on Studies and Plans Involving the MATPB:
   - USH 51/Stoughton Road (USH 12/18 to I-39/90/94) Corridor Study
   - Beltline (USH 14 to CTH N) Corridor Study
   - Interstate 39/90/Beltline Interchange Study
   - Other WisDOT Corridor Studies

16. Discussion of Future Work Items:
   - Madison Area Household Travel Survey
   - AirSage Origin/Destination Data Analysis
   - Bus Rapid Transit (BRT) Implementation Planning
   - Low Stress Bikeway Network Identification/Mapping and Analysis
   - Local Arterial Roadway Intersection Safety Analysis
   - Strategic Plan for Enhancements to Travel Model and Other Planning Analysis Tools
   - Coordinated Public Transit – Human Services Transportation Plan Update
   - Transit Development Plan Update
   - MPO Website Redesign and Reorganization
   - Implementation of Public Participation Plan Evaluation Recommendations
   - Issue of Relationship between MPO and City of Madison

17. Announcements and Schedule of Future Meetings

18. Adjournment

Next MPO Board Meeting:

**Wednesday, August 1, 2018 at 6:30 p.m.**
Madison Water Utility, 119 E. Olin Avenue, Room A-B
Madison Area Transportation Planning Board (an MPO)
June 6, 2018 Meeting Minutes

1. Roll Call

**Members present:** David Ahrens, Mark Clear, Ken Golden, Chuck Kamp, Jerry Mandli (arrived during item #5), Ed Minihan, Larry Palm, Bruce Stravinski, Doug Wood

**Members absent:** Steve Flottmeyer, Steve King, Mark Opitz

**MPO staff present:** Colleen Hoesly, Bill Schaefer

**Others present in an official capacity:** Mitch Batuzich (Federal Highway Administration, Wisconsin Division), Chris Petykowski (City of Madison Engineering), Rob Phillips (City of Madison Engineering)

2. Approval of April 4, 2018 Meeting Minutes

Moved by Kamp, seconded by Golden, to approve the April 4, 2018 meeting minutes. Motion carried.

3. Communications

- Letter from Schaefer on behalf of MATB in support of the Village of Cottage Grove’s WisDNR Stewardship funding application for the Glacial Drumlin Trail Connector project.

4. Public Comment (for items not on MPO Agenda)

None

5. Election of Officers

Clear said it was at the pleasure of the board whether to take up elections or wait until all new board members have been appointed and have him continue in his Acting Chair role. Clear noted the board does not have a Vice Chair and he will be absent from the next meeting so at a minimum a Vice Chair should be appointed. Palm said it was awkward to do that because Clear is also Vice Chair now. Ahrens pointed out Clear would be absent from officer elections if done at next meeting.

Palm moved, Kamp seconded, to appoint Clear as Chair. Clear accepted. There were no other nominations and a unanimous vote was cast for Clear.

There was discussion about whether to take up the election for Vice Chair or postpone that until the next meeting. Ahrens volunteered to chair the next meeting if the vote on Vice Chair was postponed until the next meeting.

Palm moved, Golden seconded, to postpone the election of the now vacated Vice Chair to the next meeting. Motion carried.

6. Presentation on MATPB Federal Certification Review Report

Batuzich provided a presentation on the MATPB certification review with some background information and review of the findings, including five recommendations, three commendations, and no corrective actions.

Golden asked for further clarification on the comment related to storm water in context of the climate change/resilience recommendation. Batuzich responded that mitigation of storm water was one of the new planning factors that must be considered. He said Green Bay was looking at incorporating this into the project scoring process. He noted the Monroe Street project had a significant storm water management aspect. This is the largest risk from climate change and the likely more severe storm events. FHWA recommended use of the Vulnerability Assessment Framework tool. Schaefer noted that regional plan
recommendation was to do a study to identify the most flood prone areas and ways to mitigate flooding in
them and deal with flooding events.

Clear asked about the recommendation to incorporate analysis of freight bottlenecks in future updates to the
Congestion Management Plan. Was that something the MATPB just didn’t do? Batuzich said more emphasis
has been placed on freight in the planning process in recent years, including coordination with freight
operators. It is also a national performance measure, though only focused on the interstate. Schaefer said
staff looked at bottlenecks, but not in the context of how they affected trucks in particular. Trucks are
affected by the same congestion as cars, but some locations are more important from a freight standpoint.
The issue is getting accurate data to identify these bottlenecks.

Kamp asked whether USDOT looked at how public transit was planned and coordinated as part of
certification reviews. Batuzich said USDOT will mention best practices from other areas in the reviews.
Kamp noted the lack of a regional transit authority or district hinders transit planning and funding in the
Madison area. Batuzich agreed that was a major obstacle. Kamp suggested it could have been included in the
report. Batuzich agreed, but said it was a legislative issue and a statewide issue. Golden said the issue was
more than just funding, but impacted the units of government that take ownership of the issue. It also impacts
the ability to plan and fund service that crosses jurisdictional boundaries. Batuzich said he understands there
is an organizational as well as funding issue. He suggested perhaps a peer exchange, bringing in people from
another area that had successfully dealt with this issue or had a model structure. Kamp noted there was an
RTA legislative study committee, which made recommendations. Revisiting that would be timely. Wood
mentioned Monona’s situation with a separate transit system, saying that contracting with Metro hasn’t been
done because it would be more expensive and it hasn’t been feasible due to levy limits. The solution needs to
address both governance and funding.

7. Resolution TPB #139 Approving Amendment #2 to the 2018-2022 Transportation Improvement
Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed the three new state highway maintenance projects that the amendment would add to allow
design work to begin this year. He pointed out that only design funding was being programmed at this time
for the Beltline project because the scope of the project was uncertain and construction funding hadn’t been
approved.

Wood asked whether the $2 million in the project listing was construction or engineering. Schaefer said it
seemed very high, but was for engineering. He said perhaps WisDOT just inserted a placeholder amount
given the uncertainty regarding the scope.

Moved by Golden, seconded by Mandli, to approve Resolution TPB #139 approving amendment #2 to the
2018-2022 TIP. Motion carried.

8. Approval to Release for Public Review and Comment Proposed Amendment to 2018-2022 TIP Related
to Changes in STBG-Urban Projects and Funding

Schaefer explained the reason for the proposed changes to STBG Urban projects and funding. He said City of
Madison Engineering staff informed MPO staff it would not be moving forward with the approved Buckeye
Road project in 2019 and Cottage Grove Road project in 2020 due to a failure to reach agreement with the
county on local share funding and future jurisdiction of the roadways. He reviewed the plan for reallocating
the funding to other projects, adding funding to three that are short of federal funding and adding the Atwood
Avenue project in 2020. He explained that under MATPB TIP amendment rules this is considered a major
amendment, requiring a notice and comment period and hearing before approval. Staff was seeking approval
to release the proposed amendment for notice and comment. Schaefer mentioned Rob Phillips and Chris
Petykowski from City of Engineering were present to answer questions and provide more information on the
Atwood Avenue project.
Clear asked if there were questions about the process and why the TIP amendment was being proposed. Golden asked if the lack of agreement was due to the county requesting the city to take over jurisdiction of the roadways. Schaefer confirmed that was the issue. Clear asked Phillips to speak.

Phillips commented that the county had been a good partner with the city on many projects in the past, including most recently the very large County Trunk Highway (CTH) M project. He said they just disagreed about this particular issue of jurisdictional transfer. He said city staff understands that the function of roadways change over time and adjustments in functional classifications and consequently jurisdiction need to be made. However, the city was opposed to transfers of jurisdiction in the absence of data to support that, but rather as a matter of county policy. He said the Southeastern Wisconsin RPC conducts jurisdictional studies and makes recommendations on future jurisdiction of roadways to facilitate agreement between parties. Phillips said the city would support such a study for Dane County.

Clear asked for questions of Phillips. Kamp asked about the responsibilities impacted by a change in roadway jurisdiction. Phillips said it entailed a complete transfer of all maintenance responsibility for the roadway, including snowplowing, signing, marking, maintenance, and eventually reconstruction. In response to question from Clear, Phillips added that it included the entire right of way, including sidewalk and curb and gutter.

Schaefer mentioned that the MATPB had included in its work program for 2017 to conduct a jurisdictional roadway study to work with a study committee to develop criteria, collect data, and make recommendations for long-term jurisdiction of regional roadways. He said the study was going to be done only if WisDOT, county, and local government staff agreed to participate. Schaefer said Mandli wrote him to say the county wanted to conduct the study and would start last summer, but it had yet to be started. Schaefer questioned whether it made sense for the county lead the study anyway. Schaefer said MATPB staff was still willing to conduct the study. Ahrens asked about WisDOT’s view, and Schaefer said Flottmeyer had agreed for WisDOT to participate in the study. In response to a question from Stravinski, Schaefer clarified the study would be for the entire county.

Golden said he agreed the study should be an independent one, but he also thought there should be policymaker involvement because there are policy considerations to the data analysis and criteria developed. He mentioned Mineral Point Road as an example of a roadway that has a significant amount of commuter traffic from outside the City of Madison. He said in these cases perhaps a cost sharing arrangement could be developed. That agreement would need to be developed with involvement by policymakers to avoid staff being viewed as biased if an entity didn’t like the proposal.

Mandli first commented that he didn’t appreciate Golden’s comments about the county not doing anything related to transit as the county created the RTA before the legislation was rescinded. Regarding the jurisdictional study he said the study needed to encompass the whole county, not just the urban area. He commented that he thought the MATPB was biased in favor of the City of Madison. He cited as an example of that comments made by MATPB staff on a WisDOT proposal to restructure the STBG Urban program. MATPB staff raised concerns about the proposal, questioning whether the change would result in cost savings, raising a concern about the county’s lack of experience in managing the program, and noting that the city and county do not have a great working relationship right now. Schaefer provided background on the WisDOT proposal that MATPB staff had commented on. WisDOT presented the proposal to Wisconsin MPO staff on a conference call. Among many aspects of it, it would have transferred administration of the program from WisDOT Region office staff to counties. It would have taken MPOs’ federal funding and converted it to state funding. MPO staff raised a number of concerns about the proposal, and WisDOT staff dropped it rather than working with MPO staff to address their concerns.

Mandli continued, saying that the city and county had come a long way in working on projects. He noted that the county’s jurisdictional transfer policy had been in place for almost ten years. When a transfer is made, the county leaves the road completely rebuilt. He mentioned that the county has worked out creative roadway maintenance agreements with the city in the past. He commented that communities often wanted to include
decorative treatments and other things in roadway projects to sell them, but that drives up the cost. He pointed out the county does not have as many ways to fund projects as cities and villages. The new vehicle registration fee will add new revenue, but there are a great number of rural roadways in need of improvements. He noted the county has participated on major city projects. Regarding the jurisdictional study, he said the county had other priorities.

Golden said he wasn’t around for the experience with the RTA. The comment about the county not playing a constructive role in public transit was in reference to the $2 million included in the county’s capital budget a few years ago that was never spent due to a questionable legal opinion that the county could not fund such projects. Regarding the comment about the MATPB being biased, if that is widespread it supports the idea of moving the staff over to the RPC. Lastly, he responded that he was troubled by the comment about adding decorative treatments and other things to sell projects since the county needed to sell the projects as well.

Wood responded that no one was saying jurisdictional transfers are bad per se, but that they should be based on data to make the decisions. He also commented that it sounded like a discussion was needed regarding the structure of the MATPB. In response to question by Kamp, Mandli said that transfers are executed via resolutions by both governmental bodies.

Stravinski questioned whether the county was giving up its state aid funding for roadways that are transferred to a city or village. Mandli said the state aid for that mileage goes to the entity that owns it, but then proceeded to explain in more detail how state aid was computed for local communities and the county. For smaller municipalities it is based on mileage, but for larger municipalities and the county it is based on available funding and historic maintenance costs. Phillips added that for the way the aid is computed the city does not receive more aid if it takes over jurisdiction of a roadway. Stravinski said Windsor was dealing with this issue currently and he felt like the county was blackmailing the village by demanding the village take over the roadway if it was repaired and indicating the project would not be done otherwise. He said the village was concerned about the precedent the transfer would set given that the village has a significant amount of rural area.

Ahrens suggested that a countywide study that included all stakeholders would alleviate concern that it would be biased to benefit Madison, and made sense. Mandli said the county decided to hold off on the study when they heard WisDOT was considering changes in how STBG (formerly STP) Urban and Rural funding would be handled, but he agreed that an approach based on data would be good. Ahrens responded that he thought the MPO could play a role in terms of research and data collection and analysis for a jurisdictional study. Schaefer agreed, and added that policy comes into play in developing and applying the criteria. For that policy maker involvement was needed. He also mentioned that agreements could be negotiated regarding cost sharing for maintenance to ensure equity as transfers are made. Mandli commented that based on past experience even with the data it can be difficult to reach agreement. Minihan noted that the state reductions in funding have pitted local governments against each other.

Petykowski from City of Madison Engineering reviewed the draft design for the Atwood Avenue reconstruction project that was presented at a recent public meeting. He noted the likely proposed change from an off-street path to on-street bike lanes south of Walter Street in response to comments received. There are existing bike lanes south of Cottage Grove Road.

Wood asked about the width of the bike lanes, noting many people feel the lanes on Monona Drive were too narrow. Petykowski said they could be wider along the park, but to the south would need to be the standard six feet, including the gutter pan. Wood asked if there was any needed right-of-way acquisition, and Petykowski said no. Golden asked about the possible consolidation of some of the driveways, and Petykowski said that would be sought for some properties.

Moved by Wood, seconded by Ahrens, to approve releasing the proposed TIP amendment related to STBG Urban projects and funding for public review and comment. Motion carried.
9. Approval to Seek Bids and Hire Marketing Consultant to Assist with Rebranding Effort

Schaefer said staff had presented on the issue at the February meeting and after a brief discussion at the April meeting the board approved staff putting together an RFP. Because the contract amount would at most be $25,000 an RFP was not required. Staff just needed to obtain bids. Schaefer said staff planned to seek bids on a number of aspects of the project and then decide on what to contract out and what to do in-house. The services included developing a new name and logo, a style guide, business card and document templates, and other marketing materials. Staff was seeking approval to go out for bids on these services.

Moved by Stravinski, seconded by Palm, to approve staff seeking bids to hire consultant to assist with the rebranding effort. Motion carried.

10. Approval to Publish Metro Bus Stop Amenities Study Report

Schaefer said that staff had provided a presentation on the study at the board’s March meeting, and since then worked with Metro Transit staff to develop the draft report. He reviewed the draft report, highlighting information that had not been included in the presentation, such as the accessibility and transfer point sections, and pointing out changes such as the separating out of bus stops owned by other entities. He then reviewed the conclusion and implementation section. Schaefer mentioned that Metro was interested in doing a more comprehensive bus stop accessibility study, and MPO staff had started work to develop a detailed pedestrian network GIS database, which would allow this analysis.

Golden asked about the source of data on the residence location of people with disabilities, and Schaefer said it was from the Census. He complimented staff on the report and said the author should be highlighted. Kamp thanked staff. He said Metro anticipates that with the paratransit service changes more people would be using bus service and the report and data would be helpful in looking at and responding to this. Golden suggested the next Transit Development Plan update include a section that addresses this report and ties it into the city’s capital budget.

Moved by Ahrens, seconded by Kamp, to approve publishing the report. Motion carried.

11. Review of Materials from Recent Public Information Meeting on the Interstate 39/90 and USH 12/18 Beltline Interchange Project

Schaefer provided some background on the study and the WisDOT decision to reduce the scope of the interchange project resulting in a change from an EIS to an EA. Hoesly reviewed the two design alternatives that are being evaluated, pointing out that the main difference between the two is whether or not the additional third lane in each direction is carried through the interchange. Schaefer and Hoesly said that Alternative B—carrying the three lanes through the interchange—made the most sense and would likely be chosen.

Clear asked if significant right-of-way acquisition was needed for Alternative B. Hoesly said she wasn’t sure how wide the right-of-way was, but didn’t think much land, if any, would need to be acquired. Ahrens asked about the project timing, and Hoesly said 2020 when the north section of the interstate expansion project is completed. Wood asked if the MATPB should provide a letter of comment recommending Alternative B. Schaefer said that could be done since WisDOT would be selecting the preferred alternative between now and the fall. There was consensus among the board to put a letter of comment in support of Alternative B on the agenda for the July meeting.

12. Appointment to MATPB-CARPC Workgroup

Schaefer explained that a replacement for Matano needed to be made with the appointment by the chair. Ahrens said it would be good for the chair to be part of the workgroup. Clear agreed to appoint himself to serve on the workgroup.

Schaefer said staff has been working on potential co-location of MPO and CARPC staff with possible locations being either the building the MPO is in or 30 W. Mifflin Street. He said there was discussion at the last meeting that a complete merger of the agencies was not worth pursuing in the short term. Staff will be putting together a draft report to review with the group at its next meeting, probably in July.

Golden commented that given the discussion earlier that this effort should be publicized to the cities and villages and the county as they may have interested in weighing in prior to recommendations being developed. Stravinski said he had been providing informal updates to the village president and Towns Association chair. Palm added that he had spoken to the County Board Chair, County Executive’s office, Mayor of Madison, and the Cities and Villages and Towns Association heads. A letter was also sent out regarding the effort.


Palm provided an update on the A Greater Madison Vision project. He said four scenarios had been developed and they were working on a survey to solicit input on them. He also mentioned that CARPC was going to start working on a strategic planning framework looking at the planning horizon of CARPC and the MPO and other issues. He also said CARPC received positive feedback about its budget for next year.

15. Status Report on Studies and Plans Involving the MATPB

Schaefer said there may be something to report on the Stoughton Road study in the fall, but other than that nothing to report on in terms of WisDOT studies.

16. Discussion of Future Work Items

Schaefer said he would defer most of the updates to the next meeting, but mentioned the Bicycle Level of Traffic Stress web map and application with routing function had been completed and was awaiting city IT approval. He also mentioned that the consultant team lead by AECOM was selected for the BRT study. Staff was also preparing for a stakeholder meeting on the Coordinated Plan update in late June.

17. Announcements and Schedule of Future Meetings

Clear said due to the holiday the next board meeting is July 11. There was discussion about the location of the meeting. The currently planned location at the City-County Building is problematic due to the parking garage construction and Concerts on the Square. Kamp offered use of the administrative conference room at Metro’s offices, 1245 E. Washington Ave., and it was agreed to move the meeting there.

18. Adjournment

Moved by Ahrens, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 8:56 PM.
May 18, 2018

To: Wisconsin Metropolitan Planning Organizations

Subject: 2019-2021 Targets for the National Performance Management Measures
Second Performance Rule (PM2) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

Comments for FHWA on the PM2 Rule Calculations
WisDOT would like to provide the following comments about the calculations for the pavement condition performance measure:

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

Exhibit A
Wisconsin Department of Transportation NHS Pavement Condition Targets

<table>
<thead>
<tr>
<th>Measure</th>
<th>2-Year Target (2019)</th>
<th>4-Year Target (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate – Percentage pavements in “Good” condition</td>
<td>NA</td>
<td>≥ 45%</td>
</tr>
<tr>
<td>Interstate – Percentage pavements in “Poor” condition</td>
<td>NA</td>
<td>≤ 5%</td>
</tr>
<tr>
<td>Non-Interstate NHS – Percentage pavements in “Good” condition</td>
<td>≥ 20%</td>
<td>≥ 20%</td>
</tr>
<tr>
<td>Non-Interstate NHS – Percentage pavements in “Poor” condition</td>
<td>≤ 12%</td>
<td>≤ 12%</td>
</tr>
</tbody>
</table>

Exhibit B
Wisconsin Department of Transportation NHS Bridge Condition Targets

<table>
<thead>
<tr>
<th>Measure</th>
<th>2-Year Target (2019)</th>
<th>4-Year Target (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of NHS bridges by deck area in “Good” condition</td>
<td>≥ 50%</td>
<td>≥ 50%</td>
</tr>
<tr>
<td>Percentage of NHS bridges by deck area in “Poor” condition</td>
<td>≤ 3%</td>
<td>≤ 3%</td>
</tr>
</tbody>
</table>
May 18, 2018

To: Wisconsin Metropolitan Planning Organizations

Subject: 2019-2021 Targets for the National Performance Management Measures
Third Performance Rule (PM3) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program. WisDOT and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) collectively agreed to unified targets for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicles (Non-SOV) measure for the Milwaukee urbanized area. The 2019 and 2021 targets for the six performance measures are identified in Exhibit A.

Additionally, FHWA determined that WisDOT is required to coordinate with the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council (Council), Minneapolis-St. Paul metropolitan area MPO, to establish PHED and Non-SOV performance measures for less than one mile of NHS roadway in the Wisconsin portion of Minneapolis-St. Paul-MN-WI urbanized area. The PHED and Non-SOV targets, which MnDOT, WisDOT and the Council collectively established are included in Exhibit B.

Comments for FHWA on the PM3 Rule Calculations

WisDOT is supplying the data as required, but the department cautions its use. While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- **Travel Reliability Metric:** Level of Travel Time Reliability (LOTTR) = $\frac{\text{80th percentile travel time}}{\text{50th percentile travel time}}$
- **Freight Reliability Metric:** Truck Travel Time Reliability (TTTR) = $\frac{\text{95th percentile travel time}}{\text{50th percentile travel time}}$

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.
### Exhibit A

**Wisconsin Department of Transportation**

<table>
<thead>
<tr>
<th>Measure</th>
<th>2017 Results</th>
<th>2-Year Target (2019)</th>
<th>4-Year Target (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Travel Reliability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Percent of person-miles traveled that are reliable on the Interstate</td>
<td>97.9%</td>
<td>94.0%</td>
<td>90.0%</td>
</tr>
<tr>
<td>2) Percent of person-miles traveled that are reliable on Non-Interstate NHS</td>
<td>93.9%</td>
<td>NA</td>
<td>86.0%</td>
</tr>
<tr>
<td><strong>Freight Reliability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Truck Travel Time Reliability Index on the Interstate</td>
<td>1.16</td>
<td>1.40</td>
<td>1.60</td>
</tr>
<tr>
<td><strong>Peak Hour Excessive Delay</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Annual Hours of Peak Hour Excessive Delay per Capita on NHS routes in the Milwaukee Urbanized Area</td>
<td>8.96 Hours per capita</td>
<td>NA</td>
<td>8.60 Hours per capita</td>
</tr>
<tr>
<td><strong>Non-SOV Travel</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Percent of Non-SOV Travel on NHS routes in the Milwaukee Urbanized Area</td>
<td>20.3% (2016)</td>
<td>20.2%</td>
<td>20.1%</td>
</tr>
<tr>
<td><strong>Emission Reductions</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6) Total Emissions Reductions in nonattainment or maintenance areas for:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• VOC</td>
<td>25.190 Kgs</td>
<td>21.991 Kgs</td>
<td>63.419 Kgs</td>
</tr>
<tr>
<td>• NOx</td>
<td>100.616 Kgs</td>
<td>160.358 Kgs</td>
<td>327.716 Kgs</td>
</tr>
<tr>
<td>• PM2.5</td>
<td>18.375 Kgs</td>
<td>16.345 Kgs</td>
<td>34.109 Kgs</td>
</tr>
</tbody>
</table>

### Exhibit B

**Minneapolis-St. Paul-MN-WI Urbanized Area**

<table>
<thead>
<tr>
<th>Measure</th>
<th>2017 Results</th>
<th>2-Year Target (2019)</th>
<th>4-Year Target (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Peak Hour Excessive Delay</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Annual Hours of Peak Hour Excessive Delay per Capita on NHS routes in the Minneapolis-St. Paul Urbanized Area</td>
<td>8.65 Hours per capita</td>
<td>NA</td>
<td>8.50 Hours per capita</td>
</tr>
<tr>
<td><strong>Non-SOV Travel</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Percent of Non-SOV Travel on NHS</td>
<td>23.2% (2016)</td>
<td>25.0%</td>
<td>25.0%</td>
</tr>
</tbody>
</table>
June 19, 2018

Michael Davies  
Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
525 Junction Rd. Suite 8000  
Madison, Wisconsin 53717

Marisol Simon  
Regional Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
200 W. Adams Street, Suite 320  
Chicago, Illinois 60606

Dear Mr. Davies and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the Madison Area Transportation Planning Board’s Amendment to the 2018-2022 Transportation Improvement Program (TIP) for the Dane County Urbanized Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on June 6, 2018. We will reflect by reference the 2018-2021 federal aid projects covered by this approval in our 2018-2021 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment and Resolution TPB Number 139 for the Madison Area Transportation Planning Board are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2050 regional transportation system plan.

We have determined that the proposed amendment: 1) is consistent with the adopted 2050 Regional Transportation System Plan, 2) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990, and 3) ensures that the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects.

Sincerely,

Dave Ross  
Secretary

cc: William Schaefer, MPO  
Mitch Batuzich, FHWA  
Mary Forlenza, FHWA  
William Wheeler, FTA  
Stephen Flottmeyer, WisDOT Southwest Region  
John Alley, WisDOT Division of Transportation Investment Management
Schaefer, William

From: Dapp, Matthew - DOT <Matthew.Dapp@dot.wi.gov>
Sent: Friday, June 22, 2018 10:53 AM
To: Tom Wilson
Cc: Kevin and Leslie Even - Waunakee (kevin@waunakee.com); Todd Schmidt (tschmidt@waunakee.com); Fahlgren, Steven - MUN; Judd Blau; Robert Wipperfurth; Rep.Hesselbein - LEGIS; Sen.Erpenbach - LEGIS; 'Dave Ripp'; Kiefer, Timothy (Kiefer.Timothy@countyofdane.com); Anderson, Robert - MUN; Barry Buckwalter; Renee Burcalow (reneeyahara.com); Mahoney, David; Schaefer, William; Winga, Andrew - DOT; Steiner, John - DOT; Mistele, Nancy M - DOA; Wescott, Joshua; Pamela Dunphy (Dunphy@countyofdane.com); Payne, Gregory A - DOT

Subject: RE: Please Finish STH 19 Four Lane between River Road 4-lane roundabout and STH 113/CTH I 4-lane Roundabout

Good morning Mr. Wilson,

Thank you for expressing your concerns with portions of STH 19 and STH 113 in the Town of Westport. Those sections of roadway are outside of the scope of the STH 113/STH 19/CTH I roundabout project and the STH 19/River Road roundabout project, but I have forwarded your concerns to the appropriate sections within the department. The department will follow up with your concerns after the appropriate parties have a chance to review the necessary information.

Thank you,

Matt Dapp, P.E.
PDS Project Manager
WisDOT SW Region | Madison Office
Office: 608.246.5353 | Cell: 608.516.6481
matthew.dapp@dot.wi.gov

From: Tom Wilson [mailto:twilson@townofwestport.org]
Sent: Wednesday, June 20, 2018 11:13 AM
To: Dapp, Matthew - DOT <Matthew.Dapp@dot.wi.gov>; Payne, Gregory A - DOT <Gregory.Payne@dot.wi.gov>
Cc: Kevin and Leslie Even - Waunakee (kevin@waunakee.com) <kevin@waunakee.com>; Todd Schmidt (tschmidt@waunakee.com) <tschmidt@waunakee.com>; Fahlgren, Steven - MUN <fahlgrens@vi.deforest.wi.us>; Judd Blau <juddblau@gmail.com>; Robert Wipperfurth <rwipperfurth@windorwri.gov>; Rep.Hesselbein - LEGIS <Rep.Hesselbein@legis.wisconsin.gov>; Sen.Erpenbach - LEGIS <Sen.Erpenbach@legis.wisconsin.gov>; 'Dave Ripp' <lindave@tds.net>; Kiefer, Timothy (Kiefer.Timothy@countyofdane.com) <Kiefer.Timothy@countyofdane.com>; Anderson, Robert - MUN <banderson@townofwestport.org>; Barry Buckwalter <bbuckwalter@townofwestport.org>; Tom Wilson <twilson@townofwestport.org>; Renee Burcalow (reneeyahara.com) <reneeyahara.com>; Mahoney, David <Mahoney@danesh爱尔兰.com>; Schaefer, William (WSchaefer@cityofmadison.com) <WSchaefer@cityofmadison.com>; Winga, Andrew - DOT <Andrew.Winga@dot.wi.gov>; Steiner, John - DOT <John.Steiner@dot.wi.gov>; Mistele, Nancy M - DOA <Nancy.Mistele@wisconsin.gov>; Joshua Wescott - Dane County Executive Office (Wescott@countyofdane.com) <Wescott@countyofdane.com>; Pamela Dunphy (Dunphy@countyofdane.com) <Dunphy@countyofdane.com>

Subject: Please Finish STH 19 Four Lane between River Road 4-lane roundabout and STH 113/CTH I 4-lane Roundabout

Good morning,

Thanks to you and the DOT on your work with the current construction of the STH 113/STH 19/CTH I roundabout, and the upcoming STH 19/River Road roundabout scheduled for 2020 in Westport, along with the four lane extension of STH
19 from the Interstate past River Road. We here in the area are certainly appreciative of the work to improve safety and mobility in our part of the State along the north shore of Lake Mendota. It is the 2 mile area between those two 4 lane roundabouts that I write to you about now. I have copied others who I believe will be interested.

It just seems to make sense that the DOT please consider finalizing the four lanes for this stretch of STH 19 between the two roundabouts. This is only a two mile stretch of highway, which includes the Dane County law enforcement training facility, Walter Road intersection in the Town, and the entrance to Yahara Materials’ busy STH 19 pit. I understand from our Westport staff member who is attending the current roundabout construction update meetings that this section of roadway is being considered for 4 lane construction in perhaps 2023. I would ask that this be considered in 2020, in conjunction with the River Road roundabout. That way this very busy stretch of roadway would not have to undergo yet another construction closing or season of delays. This stretch still sees its share of terrible accidents, despite the DOT work to make it safer (primarily for Winter driving). The impatience of commuters may lead to even more tragedy in the future on this stretch. It just plain makes sense from a construction cost standpoint, from a safety standpoint, from an access standpoint, and for contractors, to finish off this road work in 2020 along with the incredibly needed improvements at River Road. Please consider this again if possible.

Also, and related, there is portion of STH 113 that may only be 1 mile or even less between Kennedy Road in Westport and the new roundabout, including the very busy intersection at STH 113/Bong Road/Arboretum Drive that we have been in touch several time with DOT for what we feel is overdue and needed work, which should also be upgraded to 4 lanes. Again this stretch is a very short section between 4 lanes ending at Kennedy and picking up again before the new roundabout. With increased traffic in this area and with the need for safety at the Arboretum/Bong intersection, it seems that finishing off the four lanes in this area, coupled with safety improvements at the sole intersection, would also make sense from the same perspectives noted above. Keep in mind that the County is currently doing a study to improve CTH M to potentially 4 lanes from where it ends after the 113 intersection all the way into Middleton. I would suggest the potential for even working with the County on this small stretch while they are looking at CTH M expansion makes sense. Perhaps a 2020 improvement for this section could then be accomplished as well.

Again, your work on the State highways that serve our area is certainly greatly appreciated. The planned improvements will make it safer for those travelling in the area, and move traffic off of local roads and on to the regional roadways where this traffic belongs. Now we just have a couple of more very short stretches which make sense to improve as part of the larger system, and while other major improvements are being made. Please pass this on to those that may make those decisions, and consider assisting in accomplishing these improvements soon.

Thank you for your consideration.

Very Truly Yours,

Tom Wilson

Thomas G. Wilson
Attorney/Administrator/Clerk-Treasurer
Town of Westport (Dane County, WI)
Population 4,016

5387 Mary Lake Road
Waunakee, WI 53597
twilson@townofwestport.org
www.townofwestport.org
http://twitter.com/TownofWestport
(608) 849-4372
(608) 849-9657 FAX
| Re: |
| Resolution TPB No. 140 Approving Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County |

**Staff Comments on Item:**

The amendment to the TIP reallocates 2019-2020 STBG-Urban program funding due to the suspension of the Buckeye Road/CTH AB and Cottage Grove Road/CTH BB projects by the City of Madison due to the city and Dane County not being able to come to agreement on local share funding and future jurisdiction of the roadways. As reviewed with the board at its June meeting, the 2019 funding for Buckeye Road is being moved to the S. Pleasant View Road/CTH M and E. Johnson Street projects, which are both short of federal funding per MATPB policy. The 2020 funding for Cottage Grove Road/CTH BB is being moved to the newly programmed Atwood Avenue (Fair Oaks St. to Walter St.) Phase 1 project and to the McKee Road/CTH PD project, which is short of federal funding due to a new, higher cost estimate. The 2018 funding for the Madison Pedestrian/Bicycle Safety Education Program project is also removed and reallocated to the CTH M project. The program has been suspended while a new safety coordinator and ped/bike coordinator are hired, which won’t occur until late in the year.

The amendment also adds the WisDOT sponsored STH 30 (Fair Oaks Bridges), Concrete Overlay of Bridge Decks project to allow design to begin this year. Construction is anticipated in 2023.

**Materials Presented on Item:**

1. Resolution TPB No. 140 Approving Amendment #3 to the 2018-2022 TIP (including attachments)

**Staff Recommendation/Rationale:**

Staff recommends approval.
Resolution TPB No. 140
Amendment No. 3 to the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (MATPB) – An MPO approved the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 4, 2017; and

WHEREAS, the MATPB adopted TPB Resolution No. 138 on February 7, 2018, approving Amendment No. 1, and adopted TPB Resolution No. 139 on June 6, 2018, approving Amendment No. 2; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2018–2021 must be included in the effective TIP; and

WHEREAS, a major amendment is needed to reallocate STBG-Urban funding in 2019-2020 due to the fact that the City of Madison is no longer moving forward at this time with the approved Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd.) and Cottage Grove Road/CTH BB (N. Star Dr. to Sprecher Rd.) reconstruction projects due to the fact that the city and Dane County could not reach agreement on local share funding and future jurisdiction of the roadways; and

WHEREAS, the amendment therefore removes federal STBG-Urban funding from the Buckeye Road/CTH AB reconstruction project scheduled for 2019 and reallocates that 2019 funding for the ongoing S. Pleasant View Road/CTH M (Cross Country Rd. to Valley View Rd.) reconstruction and capacity expansion and E. Johnson St. (Baldwin St. to First St.) reconstruction project, which are both short of federal funding per MATPB policy; and

WHEREAS, the amendment removes federal STBG-Urban funding for the 2018 Madison Pedestrian/Bicycle Safety Education Program due to a suspension of the program until new staff are hired in late 2018 and reallocates that funding for the ongoing S. Pleasant View Road/CTH M project; and

WHEREAS, the amendment removes the federal STBG-Urban funding from the Cottage Grove Road/CTH BB project scheduled for 2020 and reallocates that funding to the Atwood Avenue Phase 1 (Fair Oaks to Walter Street) reconstruction project to be constructed in 2020 and also to increase funding for the McKee Road/CTH PD (Commerce Park Drive to Seminole Highway) reconstruction project, which is short of federal funding based on the most current cost estimate; and

WHEREAS, the amendment decreases by a small amount federal STBG-Urban funding from the Gammon Road (Seybold Road to Mineral Point Road) reconstruction project; and

WHEREAS, the amendment also adds the federally funded STH 30 (Fair Oaks Avenue Bridges) Bridge Deck Overlay Project, which was requested by WisDOT Southwest Region; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

WHEREAS, the MPO’s public participation procedures for major TIP amendments was followed for the STBG-Urban project and funding changes, including an official notice and comment period and scheduling a public hearing and other procedure was following for the WisDOT project, including listing it on the MATPB meeting agenda; and
WHEREAS, the new and revised projects are consistent with the *Regional Transportation Plan 2050 for the Madison Metropolitan Area*, the long-range regional transportation plan for the Madison Metropolitan Planning Area adopted in April 2017.

NOW, THEREFORE, BE IT RESOLVED that the MATPB approves Amendment No. 3 to the 2018-2022 *Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project additions and revisions as shown on the attached STBG-Urban priority projects table and the TIP amendment project listing table:

1. **REVISE** the Pedestrian & Bicycle Safety Education Project on page 16 of the Pedestrian/Bicycle Projects section, removing funding in 2018.

2. **ADD** the STH 30 (Fair Oaks Avenue Bridges) Concrete Overlay of Bridge Decks Project to page 30 of the Street/Roadway Project section.

3. **REVISE** the McKee Road/CTH PD (Commerce Park Drive to Seminole Highway) Reconstruction Project on page 33 of the Street/Roadway Projects section, increasing federal STBG-Urban and local funding, and revising the total project cost.

4. **REVISE** the Atwood Avenue (Fair Oaks Avenue to Walter Street) Reconstruction Project on page 34 of the Street/Roadway Projects section, adding federal STBG-Urban funding and adding the project to the STBG-Urban Approved Priority Projects List.

5. **REVISE** the Buckeye Road/CTH AB (Monona Drive to Stoughton Road/USH 51) Reconstruction Project on page 34 of the Street/Roadway Projects section, removing construction funding and removing the project from the STBG-Urban Approved Priority Projects List.

6. **REVISE** the S. Pleasant View Road/CTH M (Valley View Road to Cross Country Road) Reconstruction and Capacity Expansion Project on page 35 of the Street/Roadway Projects section, increasing federal STBG-Urban funding, and revising the total project cost.

7. **REVISE** the Cottage Grove Road/CTH BB (I-39/90 to Sprecher Road) Reconstruction and Capacity Expansion Project on page 35 of the Street/Roadway Projects section, removing construction funding and removing the project from the STBG-Urban Approved Priority Projects List.

8. **REVISE** the Gammon Road (Seybold Road to Mineral Point Road) Replace Concrete Pavement Project on page 35 of the Street/Project Roadway section, decreasing federal STBG-Urban construction funding, increasing local funding, and revising the total project cost.

9. **REVISE** the E. Johnson Street (Baldwin Street to North First Street) Reconstruction Project on Page 35 of the Street/Roadway Projects section, increasing federal STBG-Urban construction funding, decreasing local funding, and revising the total project cost.

____________________________________
Date Adopted

____________________________________
Acting Chair
Madison Area Transportation Planning Board
### MADISON METROPOLITAN PLANNING AREA

#### PEDESTRIAN/BICYCLE PROJECTS

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2020</th>
<th>Jan-Dec 2021</th>
<th>Jan-Dec 2022</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>CITY OF MADISON</td>
<td>PEDESTRIAN &amp; BICYCLE SAFETY EDUCATION</td>
<td>PL</td>
<td>74</td>
<td>48</td>
<td>82</td>
<td>77</td>
<td>19</td>
<td>96</td>
</tr>
<tr>
<td>CITY OF FITCHBURG</td>
<td>MCKEE RD. (CPTH PD) ARROWHEAD - PHASE II</td>
<td>PE</td>
<td>156</td>
<td>39</td>
<td>195</td>
<td>200</td>
<td>200</td>
<td>3,733</td>
</tr>
<tr>
<td>CITY OF MADISON</td>
<td>ATWOOD AVENUE</td>
<td>PE</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>Continuing</td>
<td>100</td>
</tr>
<tr>
<td>GAMMON ROAD</td>
<td>(CPTH BB) Seybold Road to Mineral Point Road Replace concrete pavement (0.61 mi.)</td>
<td>PE</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>4,000</td>
<td>3,080</td>
<td>7,080</td>
</tr>
</tbody>
</table>

#### STREET/ROADWAY PROJECTS

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2020</th>
<th>Jan-Dec 2021</th>
<th>Jan-Dec 2022</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>WisDOT NEW</td>
<td>STH 30 City of Madison - STH 30 Fair Oaks Avenue Bridges B-13-0206-0211 Concrete Overlay of Bridge Decks (0.4 miles)</td>
<td>PE</td>
<td>156</td>
<td>39</td>
<td>195</td>
<td>200</td>
<td>200</td>
<td>3,733</td>
</tr>
<tr>
<td>GAMMON ROAD</td>
<td>(CPTH BB) Seybold Road to Mineral Point Road Replace concrete pavement (0.61 mi.)</td>
<td>PE</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>4,000</td>
<td>3,080</td>
<td>7,080</td>
</tr>
</tbody>
</table>
### Project Listings for Amendment No. 3 to the 2018-2022 Transportation Improvement Program

#### (Cost in $000s)

<table>
<thead>
<tr>
<th>Primary Jurisdiction/Project Sponsor</th>
<th>Project Description</th>
<th>Cost/Type</th>
<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2020</th>
<th>Jan-Dec 2021</th>
<th>Jan-Dec 2022</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fed</td>
<td>State</td>
<td>Local</td>
<td>Total</td>
<td>Fed</td>
<td>State</td>
</tr>
<tr>
<td>E. Johnson Street</td>
<td>Segment 2</td>
<td>PE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Baldwin Street to North First Street</td>
<td>ROW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>Reconstruction of roadway w/bike lanes.</td>
<td>UTL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,165</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improve First St. intersection</td>
<td>CONST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,007</td>
<td></td>
</tr>
<tr>
<td>111-16-005</td>
<td>Reconstruct existing side paths (0.47 mi.)</td>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,007</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- 992-09-09, -14, -15, -16, -17
- Construction $ obligated in 2018.
- Construction anticipated in 2019.
- RR Crossing Improvements
- Utility work extends beyond project limits.
- Continuing
### Table B-2

**Summary of Federal Funds Programmed ($000s) and Those Available in Year of Expenditure Dollars in the Madison Metropolitan Planning Area**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Program</th>
<th>Programmed Expenditures</th>
<th>Estimated Available Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Agency</strong></td>
<td><strong>Program</strong></td>
<td>2018</td>
<td>2019</td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>National Highway Performance Program</td>
<td>31,330</td>
<td>30,905</td>
</tr>
<tr>
<td></td>
<td>Bridge Replacement and Rehabilitation</td>
<td>1,640</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Surface Transp. Block Grant Program - Madison Urban Area</td>
<td>2,772</td>
<td>4,536</td>
</tr>
<tr>
<td></td>
<td>Surface Transp. Block Grant Program - State Flexibility</td>
<td>177</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Surface Transp. Block Grant Program - Transp. Alternatives</td>
<td>791</td>
<td>1,601</td>
</tr>
<tr>
<td></td>
<td>Highway Safety Improvement Program</td>
<td>4,000</td>
<td>1,881</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>Section 5307 Urbanized Area Formula Program</td>
<td>9,609</td>
<td>10,028</td>
</tr>
<tr>
<td></td>
<td>Sec. 5339 Bus &amp; Bus Facilities</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Sec. 5337 State of Good Repair</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Sec. 5310 E/D Enhanced Mobility Program</td>
<td>296</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Sec. 5311 Rural Area Formula Program**</td>
<td>1,058</td>
<td>1,077</td>
</tr>
<tr>
<td></td>
<td>Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program &amp; TIGER***</td>
<td>1,635</td>
<td>0</td>
</tr>
</tbody>
</table>

* Fifth year of funding (2022) is informational only.
** Wisconsin Employment Transportation Assistance Program (WETAP) grant projects
*** Carryover funding. Includes Transport 2020 Alternatives Analysis and TIGER Planning Grant for Urban Footprint Scenario Planning Tool.

**Note:**

- All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2022. Local BR, STBG (BR), and STBG Rural projects are programmed through 2022. HSIP (other than annual small HES program) projects are programmed through 2022. Local STBG -Transp. Alternatives projects are programmed through 2020. Local STBG-Urban (Madison Urban Area) projects are programmed through 2022. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2018 excludes carryover projects for which the Federal funding is already obligated (except for the Alternatives Analysis and TIGER funding). Roadway and transit inflation rate @ 1.8% per year applied to expenses, except for the STBG-Urban program. The Interstate 39/90 (S. Beltline to Rock County Line) Reconstruction and Capacity Expansion project and USH 151 (CTH VV to STH 73) Resurfacing and Bridge Deck Overlay project are not included in the table since they are primarily located in Rock County and/or outer Dane County. Fiscal constraint for these projects is being handled at the state level.
Re:
Approval of Comment Letter on Alternatives for Interstate 39/90 and US Highway 12/18 Beltline Interchange Project

Staff Comments on Item:
In December 2017 WisDOT reduced the scope of the I-39/90 and US Highway (USH) 12/18 (Beltline) project resulting in a change in the environmental study from an EIS to an EA due to reduced impacts. At the June meeting MATPB staff provided a brief overview of the Purpose and Need and Range of Alternatives presented by WisDOT at their April 17, 2018 public information meeting. The presentation, handout, and maps from the April public information meeting can be viewed at this [link](#). The board asked staff to prepare a letter of comment to WisDOT on the project.

At the end of June, WisDOT informed MATPB staff that an additional alternative, Alternative C, was being considered. Alternative C is a hybrid approach, using a combination of Alternative B for the southbound Interstate lanes and Alternative A for the northbound Interstate lanes. The email correspondence received from WisDOT outlining Alternative C is attached.

A short draft comment letter has been prepared for consideration by the board. The letter concurs with the project’s purpose and need, but urges WisDOT to complete the official mapping of USH 12/18 and continue planning for intersection improvements at Millpond Road and at CTH AB with eventual planned interchange at CTH AB. The letter recommends that WisDOT select Alternative B as the Preferred Alternative for the interchange.

Materials Presented on Item:
1. Draft MATPB comment letter to WisDOT
2. Email from Jennifer Grimes, WisDOT SW Region Environmental Coordinator, dated 6-27-2018, regarding new interchange design Alternative C

Staff Recommendation/Rationale:
Staff recommends approval.
July 12, 2018

Mark Vesperman, Project Manager
WisDOT SW Region Project Field Office
111 Interstate Blvd.
Edgerton, WI 53534

Re: Project Purpose and Need and Range of Alternatives
WisDOT Project I.D. 1007-10-02
Madison Beltline Interchange EA
Dane County, Wisconsin

Dear Mr. Pringle:

On December 21, 2017 the Madison Area Transportation Planning Board (MATPB) received your correspondence that the Wisconsin Department of Transportation (WisDOT) intended to rescind the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Interstate 39/90 & U.S. Highway (USH) 12/18 (Madison Beltline) interchange, and that WisDOT would rescope the project and prepare an Environmental Assessment (EA) instead.

A public information meeting was held on April 17, 2018 where the new project scope, purpose and needs, and alternatives under consideration were presented. MATPB has reviewed those materials and offers the following comments on the project purpose and need and alternatives.

Purpose and Need

The Madison Beltline interchange (BIC) is a critical interchange in the regional transportation system. Regarding the project purpose and need factors, MATPB concurs that there are clear needs to improve the interchange to address safety concerns and traffic operations needs, improve substandard geometrics, and integrate the interchange with the Interstate 39/90 expansion project to the south.

It was clearly stated that the rescoped project will address the needs within the traffic operations area of influence of the interchange only, and not within the entire project limits. MATPB’s 2050 Long Range Transportation Plan identifies the need for an interchange at the intersection of USH 12/18 & County Trunk Highway (CTH) AB, to address current safety concerns and serve future planned development in the area. MATPB strongly encourages WisDOT to complete the official mapping of the USH 12/18 corridor from the I-39/90 and Beltline interchange to CTH AB in accordance with the recently completed corridor study and to continue planning for a future interchange at CTH AB. There are serious existing safety issues at the USH 12/18 and Millpond Road intersection. Those issues will continue to get worse and the safety of the CTH AB intersection will also deteriorate as traffic increases on USH 12/18 and development begins to occur in the area, including planned development of the Ho Chunk property.
Range of Alternatives

Three alternatives were presented at the April 17th meeting: No-Build Alternative, Alternative A, and Alternative B. Alternatives A and B both realign the northbound mainline through the interchange, reconfigure the northbound Interstate to westbound Beltline left-side exit ramp to a right-side exit, add a dedicated “exit only” lane, and increase the length of acceleration and deceleration lanes. The main difference between these alternatives is the number of lanes through the interchange core: two lanes in each direction for Alternative A, and three lanes in each direction in Alternative B.

MATPB recommends that WisDOT remove Alternative A from future consideration. One of the issues identified in the Needs section was the poor continuity of the outside lane drop at the southbound to westbound Beltline exit ramp, creating safety concerns. Alternative A creates the same conditions by dropping a lane at this same location and only bringing two southbound lanes through the interchange core, resulting in the same continued safety and lane continuity concerns as in the No-Built Alternative.

MATPB recommends that WisDOT select Alternative B as the preferred alternative. MATPB appreciates that Alternative B improves safety, addresses traffic operations needs, and improves interchange geometrics without significantly enlarging the interchange footprint, minimizing environmental impacts. The project’s design year is 2040; however, bridge structures typically have a minimum lifespan of 50 years or longer. When considering the long-term investment, MATPB believes it is sound planning to match the cross-section of the Interstate on each end of the interchange by carrying three lanes in each direction through the core to avoid any potential bottlenecks beyond the project’s design year and provide lane continuity through this important interchange.

On June 27, 2018 MATPB staff was made aware that WisDOT was considering an additional alternative, Alternative C. Alternative C is a “hybrid” approach, which combines the three-lane cross section of Alternative B for the southbound direction with the two-lane cross section from Alternative A for the northbound direction. Alternative B was selected for the southbound direction due to its greater potential for crash reduction and better traffic operations. Alternative A was selected for the northbound direction because it reduces the complexity of the merging movement for US 12/18 traffic entering northbound I-39/90 and results in cost savings over Alternative B for that direction, while still operating at an acceptable level of service according to WisDOT. MATPB has not had time to fully evaluate Alternative C, but strongly recommends that if WisDOT would select Alternative C as the preferred alternative that the northbound structure be constructed to accommodate three lanes even if only two lanes would be striped through the core in that direction.

In conclusion, MATPB appreciates the opportunity to comment on the Project Purpose and Need, and Range of Alternatives. If you have any questions, please contact Bill Schaefer, Transportation Planning Manager, at 266-9115 or wschaefer@cityofmadison.com.

Sincerely,

Acting Chair, Madison Area Transportation Planning Board

Cc: Anna Varney, Field Operations Engineer, FHWA-Wisconsin Division
Colleen,

Thank you for reaching out to the project team as the MPO prepares a letter on the Beltline Interchange Range of Alternatives, based on the 4/17/18 public meeting (PIM info attached in case you had not received a copy).

As we discussed on the phone, WisDOT has proposed an additional alternative that is a combination of Alternative A and Alternative B, called Alternative C. Alternative C was presented to FHWA on 5/16/18 as WisDOT Preferred Alternative Recommendation. It has not been identified as the project’s Preferred Alternative yet and is under discussion between the WisDOT and FHWA.

**Preferred Alternative Recommendation**

Alternative A (two-lane cross section) is preferred in the northbound direction due to the potential for crash reduction, lower environmental impact, and lower project cost. While Alternative B (three-lane cross section) in the southbound direction has higher environmental impact and cost, it is preferred due to the potential for crash reduction and better traffic operations. The recommended “hybrid” will be documented as Alternative C in the Environmental Assessment Evaluating the northbound and southbound roadways of Alternatives A and B independently during the Detailed Alternatives Analysis allowed for the opportunity to identify the portion of each alternative that would provide the greatest potential for safety improvement along the interstate through the Beltline Interchange and best satisfy the purpose of the project.

**Northbound I-39/90 Through Core of the Beltline Interchange**

Both Alternative A and B propose to reconstruct the northbound I-39/90 exit ramp to westbound US 12/18 from a left-side exit to a right-side exit. Alternative A provides two lanes on northbound I-39/90 through the core of the Beltline Interchange and is expected to operate at LOS ‘C’, while Alternative B provides three lanes on northbound I-39/90 through the core of the Beltline Interchange and is expected to operate at LOS ‘B’. The US 12/18 entrance ramp to northbound I-39/90 experiences higher hourly traffic volumes than northbound I-39/90 within the core of the Beltline Interchange during approximately 74% of all hours of the year. This relationship is true during the design hours used for analysis. Additionally, the hours of the year that experience the highest volumes along northbound I-39/90 north of the Beltline Interchange, also experience higher volumes on the entrance ramp from US 12/18 as compared to northbound I-39/90 in the core of the Beltline Interchange.

Alternative A reduces the complexity of the merging movement for US 12/18 traffic entering northbound I-39/90 by providing a lane addition and reducing the number of required lane changes.
Both Alternative A and B are expected to operate at a Level of Service that has been determined to be acceptable according to FDM 11-5 for northbound I-39/90 through the core of the Beltline Interchange. Alternative A is (WisDOT’s) recommended for northbound I-39/90 because it provides improved operations for northbound I-39/90 through the core of the Beltline Interchange when compared to Alternative B.

Please let me know if you have any questions after discussion Alternative C with your office.

Jenny

Jennifer Grimes  
Environmental Coordinator  
Mega Team Projects & Planning Major Studies  
WisDOT Southwest Region – Edgerton  
111 Interstate Blvd, Edgerton, WI 53534  
📞 Phone 608.884.1147 | Cell 608.516.9760  
✉️ jennifer.grimes@dot.wi.gov
Re:
Presentation on MATPB Rideshare/TDM Program

Staff Comments on Item:
MATPB uses some of its STBG Urban Program funding to support the MATPB Rideshare/TDM program. Renee Callaway is the program coordinator. Renee will present on the scope of the program, including assistance to businesses and commuters, coordination of transportation alternative promotion activities, and supporting healthy, active transportation initiatives.

Materials Presented on Item:
1. Presentation slides

Staff Recommendation/Rationale:
For informational purposes only.
Rideshare, Etc Program

• Provide assistance to people looking for transportation options
• Offer support to users of alternatives to driving alone
• Help businesses start and implement employee transportation programs
• Coordinate regional transportation alternatives promotion activities
• Provide assistance to communities with TDM activities
• Support healthy and active transportation initiatives
Personalized Assistance

• 266-RIDE
• [www.rideshareetc.org](http://www.rideshareetc.org)
• madisonareampo.org/rideshare
Rideshareetc.org

Ride-Matching Service Area
- Dane County workers– MATPB (MPO)
- Remaining Counties- WisDOT
madisonareamppo.org/rideshare
2017 Information

- 1,110 new registrants in 2017
- 4,147 active registrants as of 12/31/17
- 5,078 carpool matches attempted with 2,932 finding at least one match
Guaranteed Ride Home Program

• Funded by Dane County Highway Department
• GRH provides a Union Cab ride home from work in case of an emergency for carpool, vanpool, transit and bike commuters.
• GRH participants receive a voucher good for a taxicab ride (up to $75).
• Participants are allowed up to 6 vouchers per year.
• Currently 1,176 people registered
• 2017 Cost - $1,705
Employer Assistance

- Attend events – resource fairs, wellness events, brown bag talks
- E-newsletter sent to 85 people (HR, Green Team Leaders, Transportation or Wellness Coordinators)
- Transportation materials – brochures, posters
- Employee surveys, planning
- Commuter challenges
Transportation Management Association (TMA)

What is a TMA?
- Public/private partnership
- Geographically defined location
- Delivery of non-SOV transportation options
- Collaborative effort

Goals:
- increase mobility options
- improve air quality
- reduce traffic congestion
- strengthen livability and placemaking
- economic development
Benefits of a TMA

• Proactively addresses neighborhood traffic and parking concerns
• Increases public and private collaboration on transportation concerns
• Pool resources of many employers
• Increases impact and cost effectiveness of employee transportation option programs
• Improves employee awareness of transportation options
Community Assistance

- Transportation surveys
- Bicycle Friendly Community applications
Transportation Demand Management (TDM) Coordinating Committee

Purpose

- Coordination of transportation alternatives promotion activities, planning and projects
- Information sharing
- Project and incentives development
- Combined advertising campaign
TDM Coordinating Committee

- Madison Area Transportation Planning Board
- Metro Transit
- UW Commute Solutions Program
- Wisconsin Department of Transportation
- Sustain Dane
- City of Madison Bicycle/Pedestrian Program
- Bicycle Federation of Wisconsin
- BCycle
Other Projects

- Safe Routes to School
- JUST Bikes – Madison Bicycle Equity Group
Thank you!

Contact Info:

Renee Callaway
Rideshare, Etc Coordinator
recallaway@cityofmadison.com or 608-266-9114
Re:
Discussion Regarding WisDOT Release of 2019-2022 STBG Urban Program Policies and MPO Funding Allocations

Staff Comments on Item:
WisDOT DTIM is finally moving forward with the 2018-2022 STBG (formerly STP) Urban Program Cycle one year late. WisDOT delayed the program while they were considering a radical restructuring of it. WisDOT is not going forward with the restructure. MPOs are now being asked to program projects with their allocations based on applications submitted last year.

The delay benefitted MATPB in that the S. Pleasant View Road/CTH M project is now underway and thus the $17+ million in federal funding for that project does not count against our allocation for this program cycle. However, WisDOT is removing one year’s worth of funding from all MPOs due to the delay. WisDOT also continues to claim per their policy that funding cannot be used for “bicycle/pedestrian personnel positions” (see attached memo). MATPB staff has asked FHWA staff for assistance in resolving these issues (see attached email). FHWA staff shared an email and memo (attached) that spells out the requirements for state management of STBG Urban funds suballocated to large MPOs such as MATPB. The memo states that while states may decide how much of the suballocated funding to make available to MPOs in any given year they must make available over the course of the 5-year federal transportation bill the full amount of funds suballocated per the formula spelled out in the federal law.

Depending upon the outcome of MATPB’s challenge regarding the funding allocation, MATPB will have roughly $13 to $20 million in STBG Urban funding to program as part of approval of the 2019-2023 TIP. The two highest scoring projects from last year’s application cycle, both of which MATPB conditionally approved for funding, are University Avenue (Shorewood Blvd. to University Bay Dr.) and Pleasant View Road (USH 14 to Greenway Blvd.) Phase 1. Design and environmental review work has begun for both projects. MATPB staff will be discussing the schedule for these projects with the project sponsors to determine if they will be ready for construction in 2021-2022. Hopefully, there will be some resolution of these issues by the August 1 meeting when MATPB approves release of the draft 2019-2022 TIP.

Materials Presented on Item:
1. Memo from WisDOT, dated June 18, 2018, regarding the current STBG (formerly STP) Urban Program Cycle with program policy protocols and attached table with 2019-2022 MPO funding allocations.
2. Email from Schaefer to FHWA staff asking for assistance in addressing concerns over the MATPB funding allocation and policy protocols.
3. Email sent to FHWA Division Administrators with attached memo regarding STBG funds suballocated to large MPOs with over 200,000 population.
Staff Recommendation/Rationale:
For information and discussion purposes only at this time.
The 2019-2022 STP1 – Urban Program Cycle is moving forward.

**STP – Urban Program Policy Protocols**

The STP-Urban Program is a federally funded local program. Funds distribution and project eligibility remain largely unchanged from prior program cycles. While the department has made roadway preservation improvements a funding priority in other local and state programs, the WisDOT STP-Urban Program can fund federally eligible transportation related activities as approved by Wisconsin Metropolitan Planning Organizations (MPO’s) & Regional Planning Commissions (RPC’s); except for bicycle/pedestrian personnel positions.

STP funding allocations to Wisconsin Urbanized Areas are set at the beginning of a program cycle; no additional funding is provided during the program cycle. Funds Available Allocations for each program cycle are determined by federal apportionment, annual state budget appropriation limits2, urbanized area population, and current programming. Due to the program delay, the current program cycle is utilizing four full years of funding and current programming, state fiscal years 2019 – 2020, instead of five years to arrive at Funds Available for each RPC, effectively dropping fiscal year 2018 which closes on June 30th. Attached is the 2019-2022 Program Funds Available Estimate for the STP-Urban Program.

The federally funded program will continue to adhere to standards as stipulated in the WisDOT Facilities Development Manual (FDM), retain full WisDOT oversight, and projects will be state Let for construction. WisDOT project oversight costs are expected to decrease due to the elimination of the use of Management Consultants (MCs) to deliver the local program. WisDOT Region staff are available to assist in project design and construction oversight estimates.

**Change Management**

Because urbanized areas receive a fixed funds allocation each program cycle, federal funding for all

---

1 Surface Transportation Program

2 Commonly referred to as the state legislature Biennium Budget ‘Chapter 20’
urbanized area projects is capped at a cost share determined by the MPO/RPC. The MPO’s/RPC’s Transportation Improvement Program (TIP) Committees may approve project federal funding from 50% up to an 80% maximum cost share at the time of project application approval.

The department’s Change Management policy accommodates appropriate schedule changes and project substitutions to approved projects in coordination with the MPO’s/RPC’s as the approved project progresses through the design process.

2017-2022 Surface Transportation Program - Urban Timeline

Program applications were submitted by local public agencies in the spring and early summer of 2017. The department recognizes that MPO’s/RPCs may need additional time to coordinate and update project application information with the local project sponsor. The review of current applications by MPO’s/RPCs, including coordination with WisDOT staff to determine delivery oversight estimates, is expected to take six to eight weeks. Please return all selected project applications to WisDOT no later than August 8, 2018.

If you have any questions or concerns please contact the following WisDOT staff:

Southwest Region - Michael Erickson, michael.erickson@dot.wi.gov, Phone: (608) 246-5361
Southeast Region - Robert Schmidt, robert1.schmidt@dot.wi.gov, Phone: (262) 548-8789
Northeast Region - Sandy Carpenter, sandra.carpenter@dot.wi.gov, Phone: (920) 492-5681
North Central Region - Sandy Stankevich, sandy.stankevich@dot.wi.gov, Phone: (715) 365-5784
Northwest Region - Bill Zimmer, william.zimmer@dot.wi.gov, Phone: (715) 635-5014
Statewide Program Contact - Todd Wescott, todd.wescott@dot.wi.gov, Phone: (608) 267-4459
# DRAFT 2019-2022 Funds Available

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STP-Urban (200k+)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appleton</td>
<td>$3,693,359</td>
<td>$14,773,436</td>
<td>$12,388,405</td>
<td>$2,385,031</td>
</tr>
<tr>
<td>Green Bay</td>
<td>$3,528,746</td>
<td>$14,114,984</td>
<td>$12,333,862</td>
<td>$1,781,122</td>
</tr>
<tr>
<td>Madison</td>
<td>$6,863,061</td>
<td>$27,452,244</td>
<td>$14,385,849</td>
<td>$13,066,395</td>
</tr>
<tr>
<td>Milwaukee</td>
<td>$23,519,434</td>
<td>$94,077,736</td>
<td>$53,590,503</td>
<td>$40,487,233</td>
</tr>
<tr>
<td>Round Lake Beach</td>
<td>$522,204</td>
<td>$2,088,816</td>
<td>$2,720,216</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$38,126,804</td>
<td>$152,507,216</td>
<td>$95,418,835</td>
<td>$57,719,781</td>
</tr>
<tr>
<td><strong>STP-URBAN 50 000 - 200 000</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beloit</td>
<td>$380,099</td>
<td>$1,520,396</td>
<td>$1,843,319.00</td>
<td>$0</td>
</tr>
<tr>
<td>Eau Claire</td>
<td>$866,387</td>
<td>$3,465,548</td>
<td>$1,488,422.00</td>
<td>$1,977,126</td>
</tr>
<tr>
<td>Fond Du Lac</td>
<td>$462,466</td>
<td>$1,848,864</td>
<td>$0</td>
<td>$1,849,864</td>
</tr>
<tr>
<td>Janesville</td>
<td>$586,773</td>
<td>$2,347,092</td>
<td>$986,034.00</td>
<td>$1,361,058</td>
</tr>
<tr>
<td>Kenosha</td>
<td>$1,045,035</td>
<td>$4,180,140</td>
<td>$4,683,424.00</td>
<td>$0</td>
</tr>
<tr>
<td>La Crosse</td>
<td>$804,541</td>
<td>$3,218,164</td>
<td>$795,932.00</td>
<td>$2,422,232</td>
</tr>
<tr>
<td>Oshkosh</td>
<td>$627,518</td>
<td>$2,510,072</td>
<td>$0.00</td>
<td>$2,510,072</td>
</tr>
<tr>
<td>Racine</td>
<td>$1,126,239</td>
<td>$4,504,956</td>
<td>$1,260,748.00</td>
<td>$3,244,208</td>
</tr>
<tr>
<td>Sheboygan</td>
<td>$600,714</td>
<td>$2,402,856</td>
<td>$3,129,015.00</td>
<td>$0</td>
</tr>
<tr>
<td>Superior</td>
<td>$227,817</td>
<td>$911,268</td>
<td>$682,386.00</td>
<td>$228,882</td>
</tr>
<tr>
<td>Wausau</td>
<td>$628,672</td>
<td>$2,514,688</td>
<td>$1,818,122.00</td>
<td>$696,566</td>
</tr>
<tr>
<td>West Bend</td>
<td>$576,547</td>
<td>$2,306,188</td>
<td>$0.00</td>
<td>$2,306,188</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$7,932,808</td>
<td>$31,731,232</td>
<td>$16,687,402</td>
<td>$16,596,196</td>
</tr>
</tbody>
</table>
Schaefer, William

From: Schaefer, William
Sent: Thursday, June 28, 2018 12:04 PM
To: Michael Batuzich; Mary Forlenza; Spiel, Matthew - FHWA
Cc: 'Erickson, Michael - DOT'; Arthur Sommerfield; Tom Koprowski
Subject: FW: SW Region STP-Urban MPO/RPC DRAFT Allocations for the 2019 - 2022 program cycle (amended)
Attachments: STP Urban Program RollOut Letter to MPOs & RPCs SW Region.pdf; Updated MPO Allocations.pdf

Mitch/Mary/Matt,

We finally received the memo regarding the STBG (formerly STP) Urban program rollout via our WisDOT Region Local Program Coordinator. I don’t think the memo was changed from the draft that was mistakenly sent out to the Green Bay MPO other than the fact Michael added the missing reference to MPOs.

I have two major concerns with how WisDOT is handling the delay in moving forward with the program:

1. WisDOT is calculating all MPO allocations based on only 4 years worth of funding (2019-2022) rather than five (2018-2022). So unless I am missing something we are essentially losing a year’s worth of funding ($6.86 million) – the 2018 funding – due to WisDOT’s delay in moving forward with the program. At least for TMAs, they don’t have the legal authority to withhold that funding, which is supposed to be directly sub-allocated to TMAs. The delay in the program cycle benefited us in that now the CTH M project and another smaller project are now “off the books” and thus we have more funding available, but that shouldn’t reduce our funding allocation for the 5-year program cycle.

2. The memo states that funds cannot be used for “bicycle/pedestrian personnel positions.” As you know, MATPB has funded the Madison Pedestrian/Bicycle Safety Education Program for many years. MATPB re-affirmed its policy to continue to financially support this program. Safety programs are an eligible activity under federal law and therefore WisDOT does not have the authority to prevent MATPB from using some of its funds to support this program.

I am requesting the assistance of FHWA in resolving these two funding issues. Please confirm whether or not you agree with my opinion on both of these issues and the federal law/regulation citations that you are basing that opinion on. If you do agree, please take action to prevent WisDOT from illegally reducing our funding and restricting our use of the funds. If FHWA does not take action, MATPB will need to consider taking legal action via our fiscal/administrative agent, the City of Madison. Because we need to program our funding as part of approval of the 2019-2023 TIP, it is urgent that these issues be resolved as soon as possible. Thank you very much for your prompt attention to this matter.

Bill Schaefer, Transportation Planning Manager
Madison Area Transportation Planning Board - An MPO
121 S. Pinckney St., #400
Madison, WI 53703
PH: (608) 266-9115
FAX: (608) 261-9967
Email: wschaefer@cityofmadison.com
www.MadisonAreaMPO.org
https://www.facebook.com/MadisonAreaTPB

From: Erickson, Michael - DOT [mailto:Michael.Erickson@dot.wi.gov]
Sent: Thursday, June 28, 2018 10:53 AM

1
To: Schaefer, William; Krzos, Ryan; faella.tom@co.la-crosse.wi.us; Nee, T.J.
Cc: Cherek, Duane; Woodard, Paul; Duane M. Jorgenson, P.E. (jorgend@co.rock.wi.us); Flottmeyer, Stephen - DOT; Sommerfield, Arthur - DOT; Koprowski, Thomas - DOT; Schelfhout, Francis - DOT; Wescott, Todd M - DOT; Reed, Robert - DOT; Coleman, June P - DOT
Subject: SW Region STP-Urban MPO/RPC DRAFT Allocations for the 2019 - 2022 program cycle (amended)

To ALL:

He is a letter from June Coleman WisDOT Local Programs and Finance Chief – dated June 18, 2018 that will provide some detail to our moving forward with the STP-Urban programs 2019 – 2022 cycle.

Here are the DRAFT Allocations, which have been reviewed by the SW Region and believe to be correct from our financial systems. These will be approved upon the actions of the MPO’s/RPC’s as described in June Coleman’s letter.

**NEXT STEPS:**

1. Please review the letter and if you have any questions let me know please.
2. There is an approval completion DATE of August 8, 2018. I have heard from two of my MPO’s/RPC’s that they cannot meet that date – please provide to the Region and cc CO staff the earliest possible time that your MPO/RPC can make your final approvals and provide to WisDOT.
3. Given the time delay in the approval of the STP-Urban cycle and amended cycle timeframe – the MPO/RPC can add/substitute projects from the list that were created in 2017 when the original deadline date occurred with the 2017 – 2022 solicitation. These projects could include improvements which have a reduced scope which might be able to occur quicker than a full reconstruction projects or more complicated improvement project. Please contact me prior to any decisions if you have ANY Doubt on eligibility.
4. WisDOT is trying very hard to get this done in a timely manner, so any assistance we may provide or questions you may have – please contact me ASAP.

Sorry for the delays on behalf of WisDOT and looking forward to moving with the STP-Urban program.

Thank you
Michael Erickson

Michael Erickson
SW Regional - Local Program Manager
Systems Planning Operations – Transportation Specialist
WisDOT ~ Division of Transportation System Development
SW Regional Office ~ Madison, WI
Telephone: (608) 246-5361
Fax: (608) 246-3819
From: FHWA, CFO (FHWA) <fhwcfo@dot.gov>
Sent: Thursday, December 01, 2016 6:55 AM
To: FHWA-ALLField-OfficialMailbox; FHWA-ALLDA-OfficialMailbox; FHWA-ALLDA-PersonalMailbox; FHWA-ALLADA-COO-SIL-PersonalMailbox
Cc: FHWA-Leadership Team-OfficialMailbox; FHWA Financial Management – Federal Aid Division; HCFB-10; Miller, Harlan (FHWA); Petty, Kenneth (FHWA); Rochlis, Steve (FHWA); Richardson, Christopher (FHWA); Rusnak, Allison (FHWA); Kohr, Todd (FHWA); Edwards, Carolyn (FHWA); Torrey, Derek (FHWA); Meredith, Robert (FHWA); Shepherd, Gloria (FHWA); Echikson, Thomas (FHWA); Howard, David (FHWA); Bezio, Brian (FHWA); Gatti, Jon (FHWA); Fleury, Nicole (FHWA); DeSimone, Anthony (FHWA); Huynh, Juli (FHWA); Boyer, Kirk (FHWA)
Subject: INFORMATION: Obligation Limitation for Funds Suballocated to Urbanized Areas with Populations of Over 200,000 Individuals
Attachments: Obligation Limitation Memorandum for Funds Suballocated to Urbanized Areas with Populations of Over 200000 Individuals.pdf; Attachment 1 - MPO template.xlsx

TO THE ATTENTION OF DIVISION ADMINISTRATORS

PURPOSE: The attached memorandum clarifies the provisions of section 133(e) of title 23, United States Code, regarding State management of obligation limitation for urbanized areas with over 200,000 in population that are entitled to suballocated Surface Transportation Block Grant Program (STBG) funds.

DISCUSSION:

1. A State with STBG funds suballocated to urbanized areas with over 200,000 in population must make an aggregate amount of formula obligation limitation available to each of these areas during the period of FY 2016 through FY 2020.

2. The calculation of the aggregate amount of formula obligation limitation that is required to be made available, which is based on both the amounts distributed under the annual obligation limitation notices and obligation limitation provided during August redistribution, is detailed in the memorandum.

3. States have the flexibility to determine how much obligation limitation to make available to the areas each of these fiscal years, as long as the aggregate amount over the 5-year period adheres to the total amount required.

4. A workbook template has been provided to assist States in implementing this requirement.

ACTION: Division Administrators should periodically monitor the implementation of this provision throughout the 5-year period, ensuring that States have a plan to meet the requirement under section 133(e).

POINT OF CONTACT: Should you have any questions, please contact Chris Brust at 202-366-3017, Lily Kwok at 202-366-0960, or Valentina Raptis at 202-366-3906.
Memorandum

Subject: INFORMATION: Obligation Limitation for Funds Suballocated to Urbanized Areas with Populations of Over 200,000 Individuals

Date: November 30, 2016

From: Brian R. Bezio
Chief Financial Officer

To: Division Administrators

The purpose of this memorandum is to clarify the provisions of section 133(e) of title 23, United States Code (U.S.C.), regarding State management of obligation limitation for urbanized areas with over 200,000 in population that are entitled to suballocated Surface Transportation Block Grant Program (STBG) funds. Ensuring compliance with this requirement is a joint responsibility of the Federal Highway Administration, the States, and the metropolitan planning organizations for the affected urbanized areas.

A State with STBG funds suballocated to urbanized areas with over 200,000 in population must make formula obligation limitation available to each of these areas based on the criteria set forth in 23 U.S.C. 133(e) (hereafter referred to as the “section 133(e) requirement”). During the period of fiscal years (FY) 2016 through 2020, a State must make available to each of these urbanized areas an aggregate (5-year) amount of obligation limitation equal to the following:

\[
\text{Aggregate FY 2016-2020 STBG funds suballocated to an urbanized area with a population over 200,000} \times \text{Aggregate amount of FY 2016-2020 formula obligation limitation distributed to the State} \times \text{Aggregate FY 2016-2020 Fed-aid apportionments to the State (excluding amounts exempt from the obligation limitation)}
\]

The formula obligation limitation amounts used in the above calculation include amounts distributed under both the annual obligation limitation notices and August redistribution.

The section 133(e) requirement applies to the entire 5-year period. Consequently, a State may decide how much obligation limitation to make available to the area each of these fiscal years, as long as the aggregate amount over the 5-year period adheres to the total amount required under that section.

To assist States in implementing this requirement, a workbook template is provided as Attachment 1. The workbook is designed to capture data related to the section 133(e)
requirement. It also calculates a target for the amount of obligation limitation that a State must make available to each of the relevant urbanized areas for FY 2016-2020 in order to ensure compliance with the section 133(e) requirement over the full 5-year period. Instructions are provided in the first tab of the workbook template.

Division Administrators should ensure that copies of this memorandum are provided to the State departments of transportation and that the States share with the affected metropolitan planning organizations. In addition, Division Administrators should periodically monitor the implementation of this provision throughout the 5-year period, ensuring that States have a plan to meet the requirement under section 133(e). In particular, since FY 2020 serves as the last year of the requirement, monitoring and coordination with the State should be especially close during that fiscal year and that year’s August redistribution.

If you have any questions, please contact Chris Brust at 202-366-3017, Lily Kwok at 202-366-0960, or Valentina Raptis at 202-366-3906.

Attachment
Re:
Brief Update on the Coordinated Public Transit – Human Services Transportation Plan

Staff Comments on Item:
The Coordinated Public Transit – Human Services Transportation Plan needs to be updated. The current plan, prepared by MATPB staff with assistance from staff of Dane County Department of Human Services (DCDHS) and Metro Transit, was adopted in 2013. The plan is supposed to be updated every five years. However, WisDOT has indicated the update could be delayed if necessary.

The Coordinated Plan is required to include: (1) assessment of available services; (2) assessment of transportation needs; (3) strategies, activities, and projects to address gaps between services and needs and to improve efficiencies in service delivery; and (4) priorities for implementation. Projects funded under the Federal Section 5310 (Enhanced Services for Elderly and Persons with Disabilities) Program must be identified as needs in the Coordinated Plan.

MATPB staff met with DCDHS and Metro Transit staff in March to discuss the timeline for the update of the Coordinated Plan in light of the transition to Family Care in Dane County, which is currently taking place. A schedule for updating the Coordinated Plan was presented to the Board in April, however due to staffing changes and a reassessment the schedule needs to be revised. A revised schedule is attached. Important to note is that the 5310 program scoring criteria will not be reviewed until after this 5310 application cycle. The first local coordination meeting for the Coordinated Plan was scheduled for June 28th, however it had to be cancelled due to staff attendance at a funeral. This meeting has been rescheduled for July 19th. A second local coordination meeting will be scheduled for mid-October to review the draft document and review revised draft 5310 scoring criteria. The draft Coordinated Plan will be presented to the Board in November and the final plan will be adopted at either the January or February 2019 meeting.

Materials Presented on Item:
1. Revised schedule for the 2019-2023 Coordinated Plan and Update to Section 5310 Program Management Plan

Staff Recommendation/Rationale:
For information purposes only at this time.
Revised Schedule for 2019-2023 Coordinated Public Transit - Human Services Transportation Plan and Update to Section 5310 Program Management and Recipient Coordination Plan

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2018</td>
<td>March 1</td>
<td>Introductory staff meeting with Metro and Dane County Dept. of Human Services</td>
</tr>
<tr>
<td>April 2018</td>
<td>April 13</td>
<td>Committee Structure finalized (via email), email prospective Coordinated Plan Committee contacts.</td>
</tr>
<tr>
<td>April 2018</td>
<td>April 20</td>
<td>Email Doodle poll to all Coordinated Plan Committee members, other meeting participants.</td>
</tr>
<tr>
<td>April-May 2018</td>
<td></td>
<td>Prepare background info</td>
</tr>
<tr>
<td>June 2018</td>
<td>June 20</td>
<td>5310 application materials released for 2019 projects.</td>
</tr>
<tr>
<td>August 2018</td>
<td>August 17</td>
<td>5310 Applications Due</td>
</tr>
<tr>
<td>September 2018</td>
<td>September 5</td>
<td>MPO Board Meeting - Staff reviews preliminary 5310 project awards with the board.</td>
</tr>
<tr>
<td>Early to Mid September</td>
<td></td>
<td>Preliminary 5310 project awards announced.</td>
</tr>
<tr>
<td>October 2018</td>
<td>October 3</td>
<td>MPO Board Meeting - Board approves 5310 project awards as part of approval of TIP.</td>
</tr>
<tr>
<td>November 2018</td>
<td>November 7</td>
<td>MPO Board Meeting - Presentation of the Draft Coordinated Plan - Start of 45 day public comment period</td>
</tr>
<tr>
<td>Jan-Feb 2019</td>
<td>January or February</td>
<td>MPO Board Meeting - Board approves Coordinated Plan and revisions to the 5310 Program Management and Recipient Coordination Plan with revised 5310 criteria if applicable</td>
</tr>
<tr>
<td>Feb-March 2019</td>
<td>February or March</td>
<td>Dane County Specialized Transportation Commission (DCSTC) approves Coordinated Plan</td>
</tr>
</tbody>
</table>
Re:
Brief Presentation on Low Stress Bikeway Map Application Developed by MATPB Staff

Staff Comments on Item:
MATPB staff has completed a project to develop a database and script for mapping the Bicycle Level of Traffic Stress (LTS) on the county bikeway network. Bicycle LTS is a relatively new methodology for classifying the suitability of streets for bicycling, utilizing four stress levels corresponding to the different general types of bicyclists and their tolerance for riding on streets with moderate or higher traffic volumes and speeds. Intersection approaches and unsignalized intersection crossings are rated as well as street segments. MATPB staff presented on the project at the board’s December 2017 meeting.

Staff also recently completed work to develop an online mapping application to display the Bicycle LTS information. It has a routing function similar to Google Maps that illustrates recommended routes between origins and destinations based on a person’s tolerance for bicycling on moderate or high stress routes. The application at the link below is now available for public use. MATPB staff are in the process of publicizing the availability of the online map.

Staff are in the process of using the Bicycle LTS map for different planning analyses, including identifying important low stress network gaps and measuring the bicycle accessibility of different areas to jobs and important destinations using the low stress network. There are other potential uses of the Bicycle LTS map, including planning safe routes to schools and informing street project design. The LTS methodology cannot account for all of the factors that affect the suitability of streets for bicycling, but is still a very helpful tool for planners and for the general public in planning bicycle routes. Once staff has completed the different analyses using the identified low stress network, a report will be published on the project.

Materials Presented on Item:
Online Low Stress Bikeway Map and Route Finder (link)

Staff Recommendation/Rationale:
For informational purposes only.
Re: Appointment to MATPB-CARPC Workgroup

<table>
<thead>
<tr>
<th>Staff Comments on Item:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A joint MATPB-CARPC Coordinating Workgroup was created to develop recommendations on ways to better coordinate and integrate the planning efforts of the two agencies. The Workgroup consists of six members, three appointed by the MPO Board Chair and three appointed by the CARPC Executive Chair. Mark Clear, who was elected Chair at the June meeting, appointed himself to replace Al Matano. However, he has taken a new job that requires him to resign from the Madison Common Council and will therefore no longer be able to serve on the MPO Board. Therefore, a replacement for Clear will need to be appointed by the new MPO Board Chair once elected. The item is on the agenda for informational purposes.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Materials Presented on Item:</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Staff Recommendation/Rationale:</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
</tr>
</tbody>
</table>